

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing Of Claims:

1-10. (Canceled).

11. (Currently Amended) A safety system corresponding to an accident avoidance system and for a motor vehicle that includes at least one steering system and at least one brake system, comprising:

at least one detection unit for detecting internal and external conditions including vehicle parameters and a vehicle environment;

at least one evaluation unit, wherein:

the at least one evaluation unit compiles conditions detected by the at least one detection unit in the form of data and information,

the at least one evaluation unit evaluates the detected conditions with respect to a hazard potential,

the at least one evaluation unit determines from the data and information at least one driving variation, the determination including determining which corresponding to at least one of at least one an optimal avoidance trajectory and at least one automatic emergency braking action is warranted, and

when or after an operator of the motor vehicle initiates a driving maneuver corresponding to one of an avoidance maneuver and an emergency braking maneuver, the at least one evaluation unit:

outputs to the operator an optimized form of specifies the driving maneuver in an optimized form corresponding to the optimal one of an optimal avoidance trajectory, in an instance where the at least one evaluation unit determines that the optimal avoidance trajectory is warranted; and

at least one of outputs to the operator a warning and initiates the at least one automatic emergency braking action, in an instance where the at least one evaluation unit determines that the at least one automatic emergency braking action is warranted.

12. (Previously Presented) The safety system as recited in Claim 11, wherein:
the steering system informs the operator of the optimal avoidance trajectory as at least one of:

one of an induced steering torque and an applied steering torque,
at least one haptic signal corresponding to one of at least one oscillation and at least one vibration, and
an induced additional steering angle implemented by superimposed steering.

13. (Previously Presented) The safety system as recited in Claim 11, wherein in the event of danger corresponding to a high risk of collision, the evaluation unit at least one of:

sends at least one of an acoustic warning, a haptic warning, and a visual warning, and
triggers the automatic emergency braking if no other driving variation corresponding to an avoidance trajectory is available.

14. (Currently Amended) The safety system as recited in Claim 11, wherein ~~in the event of danger corresponding to a high risk of collision~~, the evaluation unit is configured to at least one of parameterize, prepare, and activate ~~parameterizes, prepares, and activates~~ at least one of the steering system, the brake system, and a chassis of the motor vehicle in response to an evaluation that the hazard potential corresponds to a high risk of collision, so that the handling characteristics of the motor vehicle are optimized for a driving maneuver to be performed by the operator corresponding to one of an avoidance maneuver and an emergency braking maneuver.

15. (Currently Amended) A computer-implemented method of a vehicle safety system comprising at least one computer processor, for increasing safety by avoiding accidents in road traffic, the method comprising:

detecting, by the processor, internal and external conditions associated with parameters and an environment of a motor vehicle;

compiling, by the processor, the detected conditions in the form of data and information;

evaluating, by the processor, the detected conditions with respect to a hazard potential;

determining, by the processor and from the data and information, at least one driving variation, the determination including determining which associated with at least one of at least one an optimal avoidance trajectory and at least one automatic emergency braking from the data and information is warranted; and

one of during a driving maneuver and after the driving maneuver corresponding to one of an avoidance trajectory and an automatic emergency braking;

outputting, by the processor and to the operator, an optimized form of specifying the driving maneuver in optimized form corresponding to the optimal one of an avoidance trajectory, in an instance where the determination is that the optimal avoidance trajectory is warranted; and

at least one of outputting to the operator a warning and initiating the at least one [[an]] automatic emergency braking, by the processor, in an instance where the determination is that the at least one emergency braking is warranted.

16. (Currently Amended) The method as recited in Claim 15, further comprising:
informing ~~wherein~~ an operator of the motor vehicle of an optimal avoidance trajectory at least one of:

as one of an induced steering torque and an applied steering torque,

as at least one haptic signal corresponding to one of at least one oscillation and at least one vibration, and

as an induced additional steering angle implemented by superimposed steering.

17. (Currently Amended) The method as recited in Claim 15, further comprising: ~~wherein~~ in the event of danger corresponding to a high risk of collision, at least one of:

emitting at least one of ~~[[att]]~~ at least one acoustic signal, at least one haptic signal, and at least one visual warning signal, and

triggering an automatic emergency braking if no other driving variation associated with an avoidance trajectory is available.

18. (Previously Presented) The method as recited in Claim 15, wherein in the event of danger corresponding to an occurrence of an obstacle on a regular road surface, at least one avoidance trajectory is calculated both for a driving maneuver corresponding to an avoidance variation to the left as well as for a driving maneuver corresponding to an avoidance variation to the right that are optimal for the momentary situation.

19. (Currently Amended) The method as recited in Claim 15, ~~wherein in the event of danger corresponding to a high risk of collision, the evaluation unit at least one of parameterizes, prepares, and activates~~ further comprising at least one of:

parameterizing, preparing, and activating at least one of the steering system, the brake system, and a chassis of the motor vehicle in response to an evaluation that the hazard potential corresponds to a high risk of collision, so that the handling characteristics of the motor vehicle are optimized for a driving maneuver to be performed by the operator corresponding to one of an avoidance maneuver and an emergency braking maneuver.

20. (Previously Presented) The method as recited in Claim 15, wherein the method is used in at least one driver assist system for increasing safety by avoiding accidents in traffic.

21. (Previously Presented) The safety system as recited in Claim 11, wherein the safety system is used in at least one driver assist system for increasing safety by avoiding accidents in traffic.